

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Cermak Road Bridge Historic District

other names/site number _____

2. Location

street & number West Cermak Road and the South Branch of the Chicago River

N/A

not for publication

city or town Chicago

N/A

vicinity

state Illinois code IL county Cook code 031 zip code 60616

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property ___ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___ national ___ statewide ___ local

Signature of certifying official/Title

Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria

Signature of commenting official

Date

Title

State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:)

Signature of the Keeper

Date of Action

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5. Classification

Ownership of Property
(Check as many boxes as apply.)

☒ private
☒ public - Local
☐ public - State
☐ public - Federal

Category of Property
(Check only one box.)

☐ building(s)
☒ district
☐ site
☐ structure
☐ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
4		buildings
		sites
1		structures
		objects
5		Total

Name of related multiple property listing

(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions

(Enter categories from instructions.)

INDUSTRY / manufacturing facility

SUBSISTENCE / processing

SUBSISTENCE / storage

TRANSPORTATION / road-related (vehicular)

TRANSPORTATION / water-related

Current Functions

(Enter categories from instructions.)

COMMERCE / Warehouse

COMMERCE / Professional

TRANSPORTATION / road-related (vehicular)

VACANT / NOT IN USE

7. Description

Architectural Classification

(Enter categories from instructions.)

Chicago

Prairie School

Late Gothic Revival

Other: Scherzer Rolling Lift Bridge

Materials

(SEE CONTINUATION SHEET)

(Enter categories from instructions.)

foundation: Concrete

walls: Brick

Limestone

roof: Asphalt

other: Steel

Wood

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The Cermak Road Bridge Historic District is located in Chicago, Cook County, Illinois at the intersection of Cermak Road (W. 22nd Street) and the South Branch of the Chicago River. Chicago is a large, densely populated city of 2.7 million residents. This district is located approximately 2.5 miles south and slightly west of the Chicago Loop, the city's central business district. Encompassing 11.5 acres, the district includes four buildings and one bridge, all of which are contributing to the district. These resources represent a construction type and use that were once ubiquitous along the Chicago River Corridor. Constructed for manufacturing uses, the buildings are generally utilitarian in design with stylistic detailing. These large masonry buildings range from three to seven stories. The bridge is of steel and was constructed over the Chicago River for vehicular traffic and includes pedestrian walkways. Clustered around the intersection of Cermak Road and the South Branch of the Chicago River, the district resources display a distinct visual unity based on consistent scale, setbacks, overall design, use of materials and detailing. The district resources retain their original appearances and the district as a whole possesses good integrity in its overall streetscapes.

Narrative Description

The Cermak Road Bridge Historic District is located in an urban setting, in an area of Chicago that is zoned for manufacturing and commercial uses. The streets in this area follow the established rectilinear street grid of Chicago, with Cermak Road (22nd Street) as a main east-west thoroughfare. At this location the Chicago River is positioned at a southwest-to-northeast angle, with Lumber and Grove Streets running parallel on either side of the river. This street configuration creates a narrow triangular lot at the intersection of Jefferson and Lumber Streets with Cermak Road, and trapezoidal lots between the river and adjacent parallel streets. The buildings on each lot are generally built to the lot lines, with narrow sidewalks. Sidewalks are eliminated at loading areas and perpendicular parking areas.

Transportation routes include the roads, railroads and the river. Cermak Road is a wide, four-lane street outside of the district. Within the district, the road narrows to two lanes, accommodating one lane of vehicular traffic in either direction over the bridge. The side streets of Jefferson and Lumber have parallel and perpendicular street parking while limited parallel parking is located on Cermak Road. No parking is allowed on Grove Street. A number of railroad tracks were historically located in the area. Chicago Burlington & Quincy Railroad tracks originating from a main branch to the north, around 16th Street, ran south along Lumber Street and then continued west along Cermak Road. Another substantial group of tracks, chartered by the Illinois Central Railroad, ran parallel to Grove Street at the east side of the river. A number of railroad spurs once ran through the area to serve the numerous manufacturing buildings that existed here. Remnants of abandoned tracks remain along Lumber and Grove Streets as well as along the parkway at the south side of Cermak Road.

None of the district resources have been significantly altered from their original appearance. The most common changes to individual buildings are largely reversible in nature. Infill and replacement of windows and doors has occurred to varying degrees at each building, however the original masonry openings remain. Additionally, one building in the district has been expanded with a modern addition. This addition is located at the back of the building and is clearly distinguished from the historic portion of the building. Alterations to the bridge consist of a sensitive rehabilitation that repaired the significantly deteriorated structure and raised the bridge an additional 2.5 feet above the river channel to reduce the number of times the bridge needs to be opened for river traffic.

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Individual Building Descriptions

Resource numbers are keyed to the attached district map.

1. **Wendnagel & Company Warehouse**
2130-46 S. Jefferson Street/600 W. Cermak Road
Date: 1901; 1906 (north addition)
Architect: Unknown

Contributing

The Wendnagel & Company Warehouse is three stories in height, set on a raised basement. Located on a corner lot, the building is built up to the sidewalks, with no setback. This is the only building in the district set on a lot with 90 degree corners. The south portion of the building, fronting on Cermak Road, was completed in 1901 and is rectangular in plan. In 1906, the building was expanded with a three story addition extending north and creating an overall 'L' shaped building plan. This addition was carefully designed and constructed to match the original portion of the building.

The exterior walls are composed of common brick with red, face brick trim and a limestone base of quarry-faced ashlar. The building displays simple but fine craftsmanship in its solid brickwork. Details include recessed spandrel panels and a parapet accented with stepped brick. The building exhibits large window openings with steel, divided-light sash and limestone sills. Original paneled wood doors, some with glazing, also remain. Various entrances are located at the east and south facades and two loading docks are located at the west facade. The building has a flat roof, surrounded by a parapet. Two tank support structures remain at the roof, however the tanks have been removed.

Both the original 1901 factory building and the 1906 addition are in good condition and possess excellent integrity. The building has experienced only minor changes including limited window replacement, infill at window openings, and installation of new doors. In the 1990s, a large addition was constructed at the back of the building, infilling the 'L' and extending north and west. This addition is two stories and has corrugated metal walls and a concrete masonry unit base. The addition is set back and is clearly distinguished from the historic portions of the building.

2. **The Western Shade Cloth Company Building**
2141 S. Jefferson Street
Date: circa 1924
Architect: Lockwood Greene & Co.
Chicago Historic Resources Survey rating: "orange"

Contributing

The Western Shade Cloth Company Building is set on a triangular lot, bounded by Lumber Street to the east, Jefferson Street to the west and its lot line to the north. The public face of the building overlooks the intersection of Jefferson and Lumber Streets with Cermak Road. Several large factory buildings that were historically part of the Western Shade Cloth complex are situated on the lot immediately north of the Western Shade Cloth Company Building. These modest and highly altered buildings, which are not included within the district boundaries, consist of the two-story Finishing Factory and the five-story Dope Building, both constructed in 1924. The Finishing Factory shares a party wall with the Western Shade Cloth Company Building and has a series of additions constructed to the east in 1952.

The Western Shade Cloth Company Building is triangular in plan and is built up to the lot lines of the site leaving only narrow sidewalks at the east and west facades. The west and south facades are of red face brick with a four-bay return at the east facade. These facades have a concrete base and limestone detailing, which includes window surrounds, sills, pier capitals, string courses and coping. Beyond the face brick return, the east facade is composed of common brick, with red face brick detailing. The building has a flat roof, surrounded by a parapet.

This building is four stories set on a raised basement and exhibits architectural detailing in the Late Gothic Revival style. The building is anchored at the south corner by a five-story tower that encloses an interior stair and also marks the building's primary entrance. A one-story entrance foyer projects from the base of the tower. The entry tower is richly embellished with a castellated parapet at the projecting entry and finely profiled limestone belt courses. A limestone surround frames the main entry with the words "THE

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WESTERN SHADE CLOTH CO" inscribed above the door transom. Narrow window openings framed in limestone are grouped together at the upper floors of the tower and the top floor and parapet feature simplified geometric ornament. An additional, simplified, five-story stair tower is located at the west facade, between the south portion of the building and the warehouse wing to the north. The west facade is articulated with four-story piers framing recessed bays above the first floor. These bays feature large window openings with divided-light, steel windows; some with prismatic glass. Large window openings also extend across the east facade.

Building alterations are limited to window and door replacement. A number of the original steel windows have been removed and replaced with glass block, new windows, or wood board up. No original doors remain. The main entrance door at the south corner has been replaced and the door opening infilled to accommodate the smaller replacement door. Despite replacement of windows and doors, original masonry openings remain. The brick and limestone masonry are generally in good condition throughout, while concrete elements and the remaining steel windows are in fair to poor condition.

3. Thomson & Taylor Spice Company Building
500 W. Cermak Road

Contributing

Date: 1911

Architect: Chatten & Hammond

Chicago Historic Resources Survey rating: "orange"

The Thomson Taylor Spice Company Building is located on Cermak Road, between Lumber Street and the Chicago River. The building is built up to the lot lines with no sidewalk at Lumber Street to the west, a concrete walkway along the Chicago River to the east and a sidewalk along Cermak Road to the south. The building is seven stories, with an above grade basement story at the river (east) facade. A brick parapet surrounds the building's flat roof. The steel structure for a tank remains at the roof; however the tank has been removed. A two story portion of the building is located along the river, at the northeast corner. The facades are also of red brick, and have windows grouped in large openings. The roof is pitched, following the trapezoidal form of the roof trusses.

The building facades are simple in design and are of red face brick with white glazed terra cotta trim and ornament. Multi-story brick piers frame recessed window bays at the street and river facades. These piers are terminated by a terra cotta belt course and feature pier capitals of terra cotta banding and ornament. The seventh floor is delineated by a belt course of terra cotta and projecting brick at the base of the windows. Above this the seventh floor and parapet are detailed with projecting brick work, an additional terra cotta belt course and small squares of terra cotta ornament. Projecting masonry bays anchor the corners of the building and are detailed with projecting brickwork, terra cotta brackets at the seventh floor belt course, and arched or gabled parapets.

Windows across the facades are generally paired in round and flat arch openings, with windows set in individual openings at corner bays and other locations. The windows are typically wood, with divided-light, double-hung sash. Windows at stair tower locations are steel, of the same design. Large loading dock openings are located at the first floor of the east, west and north facades. The river facade has large, arched openings with wood-paneled, double doors.

Overall, the building exhibits excellent integrity and has experienced relatively few changes since its construction. Building materials appear to be in fair to good condition. Minor alterations such as limited window replacement and board-up of window openings have occurred on the building's east and west elevations. Newer doors have been installed at the west and north elevations. Storefront windows have been installed at the first floor of the west facade, enclosing original loading dock area.

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4. Cermak Road Bridge
Spanning the South Branch of the Chicago River at Cermak Road

Contributing

Date: 1906

Principal Designer: William Scherzer

Chief Engineer: Isham Randolph

Chicago Historic Resources Survey rating: "orange"

The Cermak Road Bridge measures 60 feet in width and spans 216 feet. This bridge was erected by the Sanitary District of Chicago to replace a jackknife bridge at this same location. The Cermak Road Bridge is a double-leaf Scherzer rolling lift bridge. This is a bascule-type bridge with counter-balanced leaves that roll back toward the river banks when opened. Set on concrete abutments at either side of the river, the bridge structure is a through-truss type with an all steel superstructure and riveted gusset-plate connections. The bridge features overhead counterweights. Presently the bridge has a metal grate road deck, which was installed in the 1960s, and a wood pedestrian deck. The road deck was originally wood. The bridge has two bridge houses clad in wood siding. These were reconstructed in 1998. As documented by the Historic American Engineering Record (HAER), the exterior of the bridge houses had been significantly altered by 1988 and no longer resembled their historic appearance.

Since the bridge was lower than most other bridges over the Chicago River, it was opened for boat traffic nearly ten times more than similar bridges. The bridge experienced significant deterioration due to this heavy usage. As a result a major rehabilitation of the bridge was undertaken by the City of Chicago's Department of Transportation in 1998. Through sensitive rehabilitation, the bridge's historic visual character, overall historic structural forms and historic relationship to Cermak Road and adjacent buildings was retained. Work included repairs to the leaves of the bridge and raising the structure 2 5 feet to provide additional clearance. Reconstruction of the bridge's substructure and original bridge houses was also completed in accordance with the Secretary of the Interior's *Standards for Rehabilitation of Historic Buildings*.

5. W. M. Hoyt Company Building
465 W. Cermak Road

Contributing

Date: 1909

Architect: Nimmons & Fellows

Chicago Historic Resources Survey rating: "orange"

The W.M. Hoyt Company Building is five stories, with a basement below grade. In plan the building is irregularly shaped, following the outline of its angular lot. The north facade is built up to the sidewalk at Cermak Road, with no setback. The east facade is set back from Grove Street with a wide paved area, and historically faced the railroad spur that ran along this street. The first floor of this facade is lined with loading docks. The south facade is built up to the lot line with a small, two-story loading dock and storage wing. This wing originally shared a party wall with the former Cuneo Press building, which has been demolished. The east facade overlooks the river and has a narrow strip of ungraded land. The building has a flat roof, surrounded by a parapet. Projecting above the parapet are stair penthouses at the east and west facades, a brick chimney, and a tank.

The exterior walls are of dark reddish-brown face brick with limestone detailing and ornament. The influence of the building's Prairie School architects is reflected in the building's geometric pier capitals, strong corner piers, and horizontal emphasis created with limestone and projecting brick banding. While the principal facade faces Cermak Road to the north, the Grove Street (east) and river (west) facades are also treated with a high degree of finish detail. The south facade is more simplified in design; however it exhibits the same high quality materials and craftsmanship existing at the other facades.

The east, north and west facades feature multi-story brick piers framing recessed bays with large window openings and brick spandrels. The piers are capped with geometric limestone capitals. The top floor of the building is delineated by a continuous limestone belt course and is enhanced with horizontal bands of projecting brick. Above this, a bracketed limestone belt course articulates the flat parapet, which is capped with limestone coping. Windows are generally paired in masonry openings and are of wood with divided light sash. The windows are typically double-hung, some with transoms.

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The building is anchored at the northeast corner by a canted bay featuring compound end piers. These massive projecting piers frame recessed window and spandrel bays, separated by slender, multi-story brick piers. Piers are terminated with elaborately detailed limestone capitals. The corner is topped with a group of three windows set in separate masonry openings and encompassed under a single limestone arch. This arch is a continuation of the bracketed limestone belt course that extends across all facades. For further effect, horizontal emphasis is created through limestone banding at the first floor.

The Cermak Road facade features the main entrance, which is marked by a projecting bay at the center of the facade. This bay repeats the design elements of the northeast corner with the addition of the entrance at the base. This entrance features an arched, limestone-framed transom over an entrance surround of glazed terra cotta and granite. The terra cotta entablature above the main door features the text "W M HOYT COMPANY" flanked by panels indicating the company's founding date of 1857 and the building's erection date of 1909.

A two story loading dock and storage wing is located at the south facade. This wing was built prior to 1911. The south portion of this wing historically shared a party wall with the adjacent Cuneo Press building that no longer exists. This wing is of face brick and common brick set on a concrete base and has wood and steel divided light windows. The wing is in poor condition and its historic appearance is not apparent. Sheet metal cladding has been added at exterior walls and based on research of Insurance Maps from the Sanborn Map Company the second floor at portions of the wing may have been added. Additionally, these maps indicate that the south portion of the building was used for paper storage, and thus may have been associated with the demolished Cuneo Press building. Infilled openings in the exposed party wall support this.

Overall the building retains a high degree of integrity. Alterations include window replacement and infill; however the original masonry openings remain. At the east, south and west facades, most of the window openings have been infilled with concrete masonry units and at some locations smaller steel windows have been installed. At the north facade, located along Cermak Road, a limited number of windows have been replaced with new windows. Other alterations include rebuilding of the building's brick parapet and door and transom replacement at the main entrance. No original exterior doors remain.

(Expires 5/31/2012)

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- ☒ A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☒ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- ☐ A Owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or grave.
- ☐ D a cemetery.
- ☒ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

INDUSTRY

COMMERCE

ARCHITECTURE

ENGINEERING

Period of Significance

1901-1924

Significant Dates

N/A

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder (SEE CONTINUATION SHEET)

Nimmons & Fellows, architect

William Scherzer, principal designer

Isham Randolph, chief engineer

Period of Significance (justification)

The period of significance of 1901-1924 was determined by the earliest and latest construction dates for contributing resources within the district. While the area continues to be used for manufacturing purposes, its dominance waned by the 1920s as industrial development in Chicago moved away from the Chicago River to planned industrial parks built around railroad lines.

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Criteria Considerations (explanation, if necessary)

The Cermak Road Bridge as originally built had relatively low clearance for water traffic. Consequently, the bridge was frequently opened for boat traffic, resulting in its significant deterioration. The Cermak Road Bridge was sensitively rehabilitated in 1998, retaining its historic visual character, overall historic structural forms, and its historic relationship to Cermak Road and the buildings flanking the bridge. Rehabilitation included repairs to the leaves of the bridge and raising the structure 2.5 feet to provide additional clearance. Reconstruction of the bridge's substructure and original bridge houses was also completed in accordance with the Secretary of the Interior's *Standards for Rehabilitation of Historic Buildings*. All work was coordinated with the Illinois Historic Preservation Agency. The Cermak Road Bridge is the only surviving double-leaf Scherzer rolling lift bridge in Chicago.

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Cermak Road Bridge Historic District, located in the City of Chicago, Cook County, Illinois, is significant under National Register Criterion A in the areas of Industry and Commerce; and under National Register Criterion C in the areas of Architecture and Engineering. The period of significance of 1901-1924 spans the period of time between the earliest and latest construction of contributing buildings in the district. The district consists of a cohesive group of resources that clearly demonstrate the industrial and architectural heritage of the Chicago River corridor. The district possesses a high degree of integrity both in its individual resources as well as in its overall streetscapes. Additions and alterations have not affected the district's ability to convey its historic appearance. Although the bridge was raised in height, it is located on the same site and essentially retains the same visual relationship to the adjacent buildings.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

The following text is excerpted and adapted from the Landmark Designation Report for the "Cermak Road Bridge District," prepared by staff of the City of Chicago, Historic Preservation Division; printed in 2003 and reprinted in 2006. The district was designated as a Chicago Landmark district in 2006.

The Cermak Road Bridge Historic District, located along Cermak Road and the South Branch of the Chicago River on Chicago's Lower West Side, is a significant ensemble of riverfront industrial buildings grouped around the city's sole-surviving double-leaf Scherzer rolling lift bridge. Encouraged by the completion of the Illinois and Michigan Canal in 1848 and the construction of the Chicago & Alton Railroad in the 1850s, industrial development along the Chicago River began in earnest and had grown exponentially by the end of the nineteenth century. As a pivotal point for maritime traffic as well as the crossroads of railroad routes, Chicago's location gave the merchants and manufacturers who established operations along the river a great advantage.

By 1900, newly-dredged slips and private rail sidings prompted an expansion of the city's industrial district beyond the Loop with merchants and manufacturers building huge warehouses and factories along the banks of the North and South branches of the river, including the buildings in the Cermak Road Bridge Historic District. Together the buildings and bridge of the district form the finest intact industrial riverfront precinct in the city, commemorating the importance of the interconnected river and rail network that criss-crossed Chicago. The resources of the Cermak Road Bridge Historic District also reflect Chicago's vital role as a central depot that quickly evolved into the preeminent distribution center for the western United States. As a ready supply of raw materials flowed into the city and an uninterrupted stream of manufactured goods were shipped out to every region of the United States, Chicago gained the reputation as a national center of commerce.

Brief History of Individual District Resources

Wendnagel & Company Warehouse (#1)

In 1901, *The Economist* reported that Wendnagel & Company began the construction of a three-story brick factory on the northwest corner of 22nd and Jefferson Streets. Specializing in the manufacture of brewers' vats, wooden tanks and fire protection tanks that sat atop many of the rooftops of buildings throughout the city, Wendnagel enjoyed a thriving business. As building construction boomed in Chicago and throughout the Midwest, so too did the demand for Wendnagel's fire

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Wendnagel's fire protection tanks. Consequently, just five years after the completion of its factory on Jefferson Street, the company made plans to expand the building. In 1906, a three-story addition, carefully crafted to match the design, details and materials of the original building, was constructed on the north side of the factory.

According to company advertisements from 1908, Wendnagel & Company was founded in 1856. The company's first factory was located at 792-794 State Street and the business was managed by its founder, Louis Wendnagel. An advertisement from the Lakeside Classified Directory of 1911 states that the company erected tanks anywhere in the United States, including: rectangular tanks, milk vats, roof tanks, vinegar, pickle, brewery and distillery tanks.

By 1914, Wendnagel & Company maintained its operations in the original portion of the factory on Jefferson Street and began leasing space in the north addition to commercial tenants. The Sanborn Map Company Insurance Maps for 1914 shows that the building also housed two tenants, the Orr & Lockett Hardware Company and C. Creter's & Company. Orr & Lockett, whose advertising slogan was "Chicago's Representative Hardware House," specialized in the manufacture of tools, hardware, refrigerators, dumb-waiters and contractors' supplies.

Chicago has been at the center of the hardware trade since its early history when the primary means of distributing goods was by water. Unlike other lines of business, the hardware industry continued to use the river as a means of shipping throughout the 1920s. Orr & Lockett, who primarily used the warehouse as a storage facility, would have taken advantage of the location near the river and rail lines to import and distribute its products. Additionally, the factory's central location provided convenient access to Orr & Lockett's retail outlet which was located in the Loop at 71-73 Randolph Street.

The other tenant in the Wendnagel factory was C. Creter's & Company, a producer and distributor of roasted peanuts. This use is consistent with other food-related companies located in the district including wholesale grocers W.M. Hoyt & Company (#5) and the Thomson & Taylor Spice Company (#3). These companies also benefitted from their close proximity to Chicago's railroad network which offered an efficient means of shipping their products to markets throughout the United States.

The Western Shade Cloth Company Building (#2)

Completed circa 1924, the Western Shade Cloth Company Building was the last of district's four industrial buildings to be constructed. The Western Shade Cloth Company manufactured cloth shades and window treatments and historically had an enormous presence in the area surrounding the district. The company's milling operation was housed in a factory building at 2100 S. Jefferson Street (now demolished) and was connected to the existing building by means of an enclosed foot bridge on the second floor. An undated promotional brochure, possibly from the mid-1910s, entitled *Complete Book of Window Shades*, states that the Western Shade Cloth factory was the largest window shade factory in the world, with a manufacturing capacity of more than 10,000 yards of window shading per hour. "The annual production is more than 10,000 miles of shade cloth—enough to span the continent from New York to San Francisco three times."

Thomson & Taylor Spice Company Building (#3)

This massive industrial building was constructed in 1911 for the Thomson & Taylor Spice Company. As one of the Chicago's earliest dealers of foodstuffs, Thomson & Taylor imported spices, coffees, and indigos, and manufactured mustards, baking powders, flavoring extracts, dry and liquid spices, and ground hops, herbs and seeds. They were also the proprietors of household products and staples such as "Red Cross Lye and Potash" and "Gold Band Coffee."

The company was founded in Chicago just after the Civil War in 1865 by Alex M. Thomson, James E. Taylor, and George Thomson. By 1887, Thomson & Taylor occupied two four-story buildings located at 34-40 S. Water Street (now demolished) and had grown to be one of the largest importers and manufacturers of spices in the United States. The increasing success of the business prompted the company to construct an seven-story industrial building on the corner of Lake Street and Michigan Avenue (demolished) which served as the Thomson Taylor's headquarters until 1911 when it relocated to the emerging manufacturing district along 22nd Street (now Cermak Road) and the South Branch of the Chicago River.

Thomson & Taylor's seven-story red-brick manufacturing building anchors the northeastern corner of the intersection of Cermak Road and Lumber Street. The building was designed by the architectural firm of Chatten & Hammond and according to *The Economist*, was built at a cost of \$350,000. The imposing warehouse is ornamented with terra cotta crafted by the American Terra Cotta and Ceramic Company (commission #2117 and #2894).

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During the time the warehouse was occupied by Thomson & Taylor, it housed every aspect of the spice manufacture process. Storage was located in the basement, shipping and receiving on the first floor, spice packing and a laboratory on the third floor, additional storage and coffee roasting and grinding on floors four, five and six, and packaging and rolling on the top floor.

Cermak Road Bridge (#4)

By enabling land and water transportation to circulate through the same area with relatively little interference, bridges have been vital to the commercial and industrial growth of Chicago. The Cermak Road Bridge facilitated the smooth transportation of raw materials and manufactured goods through the area and was especially important to the development of the industrial and manufacturing operations along the river. It continues to be significant today because it is the last remaining double-leaf Scherzer rolling lift bridge in the city. Rolling lift bridges offered many advantages over the cumbersome swing bridges that they replaced, the most important of which was the absence of a center pier, thus allowing an unobstructed passage for ships.

This early movable bridge type, an important predecessor to the trunnion bascule bridges that are a familiar sight on the Chicago River today, was designed by William Scherzer (1858-1893). After graduating with a degree in engineering from the Polytechnicum in Zurich, Switzerland in 1880, Scherzer worked for the Keystone Bridge Company and the Carnegie Steel Company. His innovative bridge design was patented on December 26, 1893, five months after the inventor's untimely death. Rolling lift bridges were commercially developed by the Scherzer Rolling Lift Bridge Company under the direction of William's brother, Albert H. Scherzer. The Scherzer brothers' important contributions to the field of civil engineering field is evidenced by the rolling lift bridges built across the United States and in Canada, Russia and Argentina.

The first Scherzer Rolling Lift Bridge was constructed at Van Buren Street for the Metropolitan West Side Elevated Railway Company (a predecessor company of the Chicago Transit Authority) in 1895, and it subsequently became the prototype for many of the Chicago River bridges erected during the early 1900s. A total of eleven rolling lift bridges were constructed in Chicago from 1894 to 1907.

W. M. Hoyt Company Building (#5)

In 1909, the W.M. Hoyt Company commissioned the well-known architectural firm Nimmons & Fellows to design one of the finest industrial buildings in the city—this five-story Prairie School loft building along Cermak Road between Grove Street and the Chicago River. The thriving grocery wholesaler was recognized in an 1894 publication entitled *Industrial Chicago* as, "one of the oldest, largest, and most successful of the great wholesale grocery houses in the West, and indeed, the country."

The company was founded in 1857 by a pioneer of Chicago commerce, William M. Hoyt (1837-1925). William Hoyt was born in 1837 in New Haven, Vermont. His family relocated to Chicago when Hoyt was eighteen years old. Upon his arrival he worked as a clerk for a grocer. The following year the enterprising young man opened his own fruit store on State and Lake Streets with just eighty-nine dollars. After the Civil War, Hoyt began acquiring other local produce companies and his company quickly became one of the largest and most successful wholesale grocers in Chicago.

By 1871, the W.M. Hoyt Company consisted of several stores and warehouses located throughout the Loop, however, all of the buildings burned in the Chicago Fire that year. Undaunted by the staggering losses, Hoyt traveled to New York immediately afterward to meet with his creditors. A biography of William Hoyt reports: "an editorial in the New York Times a few days later announced Mr. Hoyt as the first arrival from Chicago since the fire, and mentions the results of his successful conference with his creditors as insuring that Chicago pluck would be met with New York generosity."

William Hoyt immediately rebuilt a temporary warehouse on Canal Street and the following year the company constructed a warehouse and shop (demolished) on the site of what is now occupied by the London Guarantee Building (360 N. Michigan Avenue). Located at what was one of the best possible commercial sites in the newly rebuilt city, the Hoyt Building was not only in close proximity to railway facilities, but steamers also docked in front of the building on the Chicago River.

The business continued to thrive due, in part, to Hoyt's innovative advertising. The Company published flyers titled "To the Housewife" which promoted many of its products and asked shoppers to "remember the brand"; additionally it circulated a

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weekly ad paper listing the company's "Current Price List," and by 1901 this reached 11,000 households on Chicago's North and West sides.

In 1909 the Hoyt Company commissioned the architectural firm of Nimmons & Fellows to design a new headquarters for the company in the industrial district at 22nd Street and the Chicago River. Terra cotta for the building was supplied by the American Terra Cotta and Ceramic Company (commission #1858). Direct access to rail lines came into the warehouse on the first floor where both shipping and loading took place. General office space was situated on the building's second floor, storage on the third, and cold storage on the fourth floor. Coffee roasting, spice grinding and printing were preformed on the fifth floor.

Criterion A: Industry

The Cermak Road Bridge Historic District is one of Chicago's most significant surviving groupings of early twentieth-century factories and warehouses along the Chicago River, the city's earliest industrial corridor and its most important during the nineteenth and early twentieth centuries. This cluster of buildings demonstrates the importance of the interaction of the Chicago River and railroads in the history of Chicago industry. Furthermore, this surviving group of resources exemplifies Chicago's national importance as a historic center of commerce and industry and the significance that manufacturing and wholesale trades had in the City's economic history.

Industry and Commerce in Nineteenth-Century Chicago

Chicago grew from a small village established in 1833 to a city of 1.7 million residents by 1900, a rate of growth that astonished period observers. Two significant factors in that growth, especially in terms of the city's position as an industrial and commercial giant, were geography and transportation. Although originally swampy and unprepossessing in appearance, Chicago's location on the southwestern edge of Lake Michigan was exceptional in terms of transportation potential.

Before the widespread construction of railroads in the mid-nineteenth century, water transportation was the cheapest, fastest and most reliable means of transportation available in the United States. The Great Lakes had been connected to the Atlantic Ocean in 1825 with the opening of the Erie Canal, and this extensive system of natural and manmade waterways had become a critical route for the transportation of raw materials from Western mines, forests, and farms to Eastern cities such as New York, and the subsequent reverse-route of manufactured goods back to the West.

Chicago was located where this great internal seaway came closest to the network of waterways that constituted the Mississippi River basin. A natural "portage," or land transfer, existed between the Chicago River, flowing into Lake Michigan, and the Des Plaines River, which eventually flowed into the Mississippi. Early on in Chicago's history, settlers saw the potential of a canal linking the Great Lakes with the Gulf of Mexico by way of the Mississippi. This canal, the Illinois & Michigan (I & M) Canal, was opened in 1848.

The I & M Canal had hardly been opened, however, when railroads began to transform Chicago. Two decades before, on July 4, 1828, the first public railroad in the United States, the Baltimore & Ohio, had its first run. Early railroads radiated out from Eastern cities at first, but in 1848 the first Chicago railroad began operation, running the short distance between Chicago and Oak Park. By 1856 Chicago was the focus of ten trunk lines with approximately 3,000 miles of track. To access downtown warehouses and factories located along the river, trains entered the city from the south on rails that ran along the lakefront. During the next three decades, new railroad lines connected Chicago with the rest of the country, and with the aggressive support of the city's businessmen and government leaders, the city soon became America's railroad hub.

Factories, warehouses, lumber yards, and stock yards all clustered in and near Chicago during the second half of the nineteenth century, making the city a manufacturing and wholesale center for the United States. These industrial and commercial enterprises initially tended to be located near the easy transportation of both water and rail. The Chicago River, including both North and South branches, soon became an important nexus for such commerce as railroad lines and spurs spread out along the river's banks, connecting docks and riverside factories and warehouses with the country's ever-growing railroad network. Raw materials were brought into the city by either water or rail, transformed into finished goods through manufacturing, and then shipped by rail and water to consumers.

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Contemporary photographs from the 1860s through 1900 show the intensely commercial uses to which the Chicago River was originally put. The river was full of ships, passing by industrial buildings of varying sizes and complexity. Raw materials of all sorts were brought to warehouses and storage yards along the river, including lumber, metal ores, and grain. Near the Lake Michigan shore, grandly-scaled warehouses to hold grain were built on the south bank of the river, at the terminus of the Illinois Central Railroad. On the north bank of the river, east of today's North Michigan Avenue, stood Cyrus McCormick's reaper factory where iron ore was shaped into mass-produced farm equipment.

One of the most significant uses of the riverfront, in sheer acreage, was for lumber storage. Chicago was the lumber capital of the Midwest, with over 1 billion board feet of lumber brought to the city and processed in 1880. The South Branch of the river, both north and south of the Cermak Road Bridge Historic District, was especially devoted to lumber yards where timber from surrounding states such as Michigan and Wisconsin was sorted, stored, dried, and reconfigured into lots to be shipped to retailers and builders throughout the Midwest.

The land that is part of the Cermak Road Bridge Historic District, although surrounded by lumber yards, remained largely unused through the mid-1880s. Robinson's fire insurance atlas of 1886 shows that the only building built within the boundaries of the district was a warehouse for the Alton Rail Company, located on the future site of the W. M. Hoyt Co. building (#5).

The peak years for the Chicago lumber trade were in the 1880s and early 1890s, ending in 1892. With the exhaustion of lumber supplies reachable by water and rail from Chicago, the city's dominance as the lumber capital of the United States began to wane. Cheaper yellow pine from forests in Georgia and other southern states began to take preeminence, and lumber brought into Chicago in the early twentieth century was predominantly for local consumption for housing and other construction.

As lumber yards along the South Branch closed in the 1890s and early 1900s, land adjacent to the river remained attractive for warehouses and factories. At the same time, increasing land values were forcing wholesalers and manufacturers out of downtown Chicago. Early in Chicago's history, during the 1830s through 1860s, the area now known as the Loop had housed a wide variety of land uses, including residential, governmental, retail, wholesale, and manufacturing. Even after the Fire of 1871 and into the 1890s, the established retail and office area of downtown Chicago, centered along Michigan Avenue and State, Dearborn, and LaSalle Streets, was flanked to the north and west by warehouse districts devoted to wholesale, warehouse and light manufacturing uses. The most famous of these was the wholesale food district along South Water Street, just south of and parallel to the Chicago River between Michigan and the South Branch of the Chicago River.

This "girdle" of factories and warehouses had increasingly become an impediment to downtown real estate growth by 1900. Manufacturers and wholesale companies were encouraged, first through free-market real estate practice, then through the 1909 *Plan of Chicago* (which brought about the redevelopment of the south bank of the Chicago River for Wacker Drive), to sell their downtown properties and move elsewhere in the city.

Consequently, due to the abundance of low cost land and the proliferation of railroads, enterprises such as lumber yards, factories, elevators, warehouses, docks and depots that once lined the river downtown began to push north and south along both branches of the river. By 1900, four major rail lines (the Chicago & Alton; the Pittsburgh, Ft. Wayne & Chicago; the Chicago & Western Indiana; and the Atchison, Topeka & Santa Fe) ran along the South Branch of the river through the area surrounding Cermak Road. Many of the industrial buildings constructed in the Cermak Road Bridge Historic District had slips and private rail sidings to allow them to take advantage of the interconnected network of water and rail transportation that converged in the area.

It was during this period, from 1901 to 1924, that the four buildings in the Cermak Road Bridge Historic District, as well as the Cermak Road Bridge, were built. Two of the buildings housed companies previously located in the wholesale-manufacturing section of downtown Chicago, the W. M. Hoyt Co. and the Thomson & Taylor Spice Company, which moved to new buildings in the district in 1909 and 1911, respectively. These companies could build new modern buildings here for relatively modest sums. For example, Thomson & Taylor built their seven-story building for \$350,000.

Both of these companies were wholesale grocers, dealing with food stuffs such as canned food, spices, and coffee. *Chicago and its Makers*, a history of Chicago published in 1929, noted that wholesale grocers were a significant part of Chicago's important wholesale trade and commented on the general geographic and transportation advantages possessed

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possessed by Chicago:

From the day the very first settlers came to what is now the city of Chicago, the place was a central depot, a distributing center, of provisions. Its location at the head of navigation on the Great Lakes, and the crossroads of the routes followed by the coureurs du bois, gave it great advantage over all other points.

Companies such as W. H. Hoyt and Thomson & Taylor were suppliers to small grocers and general stores throughout the Midwest during the late nineteenth and early twentieth centuries, taking advantage of Chicago's central location and excellent transportation connections, both by water and rail, to the rest of the United States.

Criterion C: Architecture and Engineering

The Cermak Road Bridge Historic District is a distinguished group of early twentieth-century factories and warehouses, two building types of great significance in the history of Chicago. These buildings are significant industrial examples of architectural styles important to Chicago's architectural history, including Prairie, Chicago School, and Gothic Revival. The buildings are distinguished by excellent craftsmanship and use of materials, including brick, stone, and terra cotta. Buildings within the district represent the work of the architectural firms of Chatten & Hammond, Nimmons & Fellows, and Lockwood Greene & Co.; and the work of bridge designer, William Scherzer and engineer, Isham Randolph.

The Cermak Road Bridge is the last remaining double-leaf Scherzer rolling lift bridge in operation in Chicago. Important for its significance in the field of engineering, this bridge type offered many advantages over the swing bridges that they replaced and was an important predecessor to trunnion bascule bridges.

Factory and Warehouse Architecture in the Cermak Road Bridge Historic District

The Cermak Road Bridge Historic District is a significant grouping of riverfront industrial buildings, reflecting the history of the Chicago River as an important spine of industrial and warehouse activity. In its heyday as a center of commerce, the river was lined with a variety of factory and warehouse buildings of varying sizes, configurations, and architectural styles, representing the progression of industrial architectural design in Chicago throughout the nineteenth and early twentieth centuries. Most of these buildings have been destroyed for more recent development. The buildings found within the Cermak Road Bridge Historic District represent the best surviving cluster of riverfront industrial architecture remaining in Chicago.

Nineteenth- and early twentieth-century industrial architecture in Chicago, including that found in this district, was typical of industrial buildings found in other industrial cities in the United States. The buildings in the district are multi-story loft buildings with brick exteriors covering interiors supported by either metal or concrete frames. They were designed with wide-open interior floors meant to provide companies the greatest degree of flexibility in the use of interior space. Such interiors permitted either light manufacture or warehouse uses within the same general envelope of space. Being adjacent to railroad lines and, in the case of the W. M. Hoyt (#5) and Thomson & Taylor Company (#3) buildings, the South Branch of the Chicago River, buildings within the district had easy access to means of transportation for the goods housed or manufactured in them.

Built for utilitarian uses, the buildings in the district have architectural styles that are simple and direct, with relatively little applied ornament. The visual appeal of these buildings rests with the straightforward use of materials, including colors and textures, as well as the simple overall architectural expression. This is especially true of the Wendnagel & Company Warehouse (#1), the oldest building in the district, built in two stages in 1901 and 1906, with its common-brick walls ornamented with simple coffered spandrels and corbelled brick parapet.

The three later buildings in the district show greater efforts towards decorative embellishment. All three have chamfered corners that provide dramatic massing and take advantage of the non-rectilinear street patterns found in the district. The Thomson & Taylor Spice Company Building (#3), built in 1911, is embellished with white glazed terra cotta detailing and ornament contrasting with the building's red brick facades. The Western Shade Cloth Company Building (#2) at the intersection of Lumber and Jefferson Streets and Cermak Road, combines the visual drama of its triangular site with simplified Collegiate Gothic details, including multiple windows grouped within rectilinear stone surrounds. The W. M. Hoyt Building (#5), built in 1909, is the most high-style, elaborately detailed building within the district, utilizing Prairie-style stone ornament around the building's main entrance and just under its rooftop parapet as well as in its pier and spandrel expression. Individually, these buildings are handsome examples of early twentieth-century Chicago industrial

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architecture. Taken as a group, they are exceptional in their ability to visually express an almost-vanished aspect of Chicago's historic industrial streetscapes.

Architects

Lockwood Greene & Company

The Western Shade Cloth Company Building (#2)

Little is known about Lockwood Greene & Company. The firm, whose office was located at 38 S. Dearborn Street, primarily designed manufacturing buildings in Chicago. Another known surviving building by Lockwood Greene & Company is the Egyptian Lacquer Manufacturing Co. Building, designed in 1926 in the Egyptian Revival style, located in the East Garfield Park neighborhood of Chicago at 3052 W. Carroll Avenue. This one-story building features exuberant details including a scarab ornament over the entrance and decorative friezes, which surround the door.

Chatten & Hammond

Thomson & Taylor Spice Company Building (#3)

The architectural firm of Chatten & Hammond designed factories and residences in Chicago and the Midwest and was founded in 1907 by Melville Clarke Chatten (1873-1957) and Charles Herrick Hammond (1882-1969). After earning a degree in architecture from the University of Illinois Urbana-Champaign in 1896, Melville Chatten practiced architecture with the firm of Frost & Granger from 1899 to 1905. C. Herrick Hammond graduated from the Armour Institute of Technology (now IIT) in 1904. Both traveled to Paris and studied at the Ecole des Beaux Arts before returning to Chicago and establishing the firm. In addition to the Thomson & Taylor Building, Chatten & Hammond designed other factories in this near south side manufacturing corridor including the Pure Carbonic Company Building (now demolished), which was once located on Canal Street and the River.

In 1925, prominent Chicago architect, Dwight H. Perkins (1867-1941) formed a partnership with Chatten & Hammond. The resulting firm, Perkins, Chatten & Hammond, is credited with the designs of homes and office buildings including the neighborhood skyscraper known as the Northwest Tower (1929) at 1608 N. Milwaukee in Wicker Park and the Art Deco-inspired Victor F. Lawson YMCA House (1930-34) at 30 W. Chicago Avenue in Near North.

Nimmons & Fellows

W. M. Hoyt Company Building (#5)

Architects, George Croll Nimmons (1867-1947) and William Kinne Fellows (1878-1948), working both alone and in partnership are credited with the designs of commercial and industrial buildings which were significant for their combination of Chicago School forms with Prairie and Sullivanesque-style detailing. The firm, Nimmons & Fellows (1897-1910), was well known for progressive large-scale industrial and commercial buildings, including the Sears, Roebuck and Company Administration Building (1905, 1914 addition, designated a Chicago Landmark in 2003) at 3333 W. Arthington Street, the Dixon Building (1908) and the Railway Terminal Building (1909). The industrial building for William Hoyt was one of the last buildings designed by the firm.

After the partnership of Nimmons & Fellows dissolved in 1910, Fellows joined the firm of Hamilton, Fellows & Perkins, significant during the 1910s and 20s for their many Midwestern school buildings, while Nimmons went into solo practice under the firm name of George C. Nimmons & Co. (1910-1917). During the 1910s and 20s, Nimmons wrote a series of influential articles on progressive designs for modern industrial buildings for *Architectural Record* and the *American Architect*.

George C. Nimmons became nationally known for industrial buildings that combined practicality with visual elegance. He is also credited with the design of the warehouse and office building for one of Chicago's other leading wholesale grocers, the Reid, Murdoch & Company. The Reid Murdoch Building, located at 321 N. LaSalle Street, was constructed in 1914 and designated a Chicago Landmark in 1976.

Bridges and the Chicago River

Since its earliest days, bridges have been vital to the commercial and industrial growth of Chicago. By enabling land and water transportation to circulate through the same area with relatively little interference, bridges facilitated the smooth transportation of raw materials and manufactured goods through the area and were especially important to the development of the industrial and manufacturing operations along the river. While the city and the river developed

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simultaneously and benefited from one another there was also tension between the two. The river brought business and industry to the city; however its Y-shape with branches running north and south often made land traffic a challenge.

Developments in bridge design in Chicago was an evolutionary process that began in 1831 with the construction of the city's first bridge, a span that was privately funded for the purpose of providing citizens a means of crossing the north branch of the river to patronize a tavern on the east bank. This bridge, however, was not moveable, so no ships of any size were able to pass. The advantage of a bridge that would allow people and horses to pass and could quickly be moved out of the way for boats was quickly recognized.

The city's first movable bridge was built in 1834 at Dearborn Street. A menace to river navigation, the wooden drawbridge which once was stuck open for two days was demolished in 1839. Other movable bridges followed, including floating bridges (which were hinged to the river bank on one end and floated on a pontoon on the other end), swing bridges (which rotated on a center pier), jack-knife bridges (which were hinged at two places on each leaf and folded back toward the bank) and vertical lift bridges (massive structures whose span was raised by mechanisms housed in towers that stood on either side of the river). Designing an efficient and aesthetically pleasing movable bridge was a challenge for designers and engineers.

In 1893, William Scherzer patented a bridge design that showed promise. It was a "rolling lift" bridge, a two-leafed bridge that worked like facing rocking chairs that rocked back away from each other leaving a clear space between. The Cermak Road Bridge is the only remaining double-leaf Scherzer Rolling Lift Bridge in Chicago. Constructed in 1906, the bridge continues to be owned and operated by the city. This early movable bridge was the first of two types of bascule bridges to be erected in Chicago, and it was an important predecessor to the Chicago type trunnion bascule bridges that today are a familiar sight along the Chicago River and around the world.

Developmental history/additional historic context information (if appropriate)

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Previous documentation on file (NPS):

☐ preliminary determination of individual listing (36 CFR 67 has been requested)
☐ previously listed in the National Register
☐ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☐ recorded by Historic American Buildings Survey # _____
☐ recorded by Historic American Engineering Record # _____
☐ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

☐ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☒ Local government
☐ University
☐ Other

Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 11.5

(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1 _____
Zone Easting Northing

3 _____
Zone Easting Northing

2 _____
Zone Easting Northing

4 _____
Zone Easting Northing

Verbal Boundary Description (Describe the boundaries of the property.)

Starting at the intersection of Cermak Road and Jefferson Street, proceed west along the south lot line of the Wendnagel & Company Warehouse (#1) parcel to the west lot line of the property. Proceed north to the north lot line of same property and then proceed east to a point on vacated Jefferson Street and the west lot line of the Western Shade Cloth Company Building (#2) parcel. Proceed east along the north lot line of said parcel to a point on the east lot line of same property at Lumber Street. Proceed east across Lumber Street to the northwest corner of the Thompson and Taylor Spice Company Building (#3) parcel. Proceed east along the north lot line of same property to the Chicago River at the east lot line of property. Proceed south along the Chicago River to the south lot line of the property. Proceed east across the river along the northern boundary of the Cermak Road Bridge (#4), to the east boundary of the bridge. Proceed south along the east boundary of the bridge to the north lot line of the W.M. Hoyt Company Building (#5) parcel. Proceed east to the east lot line of same property, then proceed south along Grove Street following the east lot line to south lot line of same property. Proceed west to the Chicago River at the west lot line of the property, then proceed north to the south boundary of the Cermak Road Bridge (#4). Proceed west across the river, along the south boundary of the bridge to the west boundary of the bridge. Proceed north along the west boundary of the bridge to the south lot line of the Thompson and Taylor Spice Company Building (#3) parcel. Proceed west along Cermak Road to the point of origin.

Boundary Justification (Explain why the boundaries were selected.)

The district boundaries encompass the remaining historic industrial buildings and bridge clustered at the intersection of Cermak Road and the South Branch of the Chicago River. The boundary excludes vacant lots at the edge of the district, as well as buildings that do not contribute to the district because they have been significantly altered or were constructed outside of the district's period of significance (1901-1924). The boundary follows the existing lot lines of the historic resources and additions. While these lot lines remain largely as historically drawn, some have been subdivided. In the case of subdivided lots, the resulting lots that are now vacant have been excluded from the district boundaries.

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11. Form Prepared By

name/title Danielle Euer, Architectural Historian

organization McGuire Igleski & Associates, Inc.

date June 15, 2011

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city or town Evanston

state IL

zip code 60201

e-mail Danielle@miarchitects.com

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Cermak Road Bridge Historic District

City or Vicinity: Chicago

County: Cook

State: Illinois

Photographer: Danielle Euer, McGuire Igleski & Associates, Inc., Evanston, Illinois

Date Photographed: January 28 and May 20, 2011

Description of Photograph(s) and number:

All digital images labeled as follows: IL_Cook County_Cermak Road Bridge Historic District_#.tiff

- 0001 View of the South Branch of the Chicago River looking southwest from the bridge over Canal Street and showing the Cermak Road Bridge (#4) with the W. M. Hoyt Company Building (#5) at the left and the Thomson & Taylor Spice Company Building (#3) to the right. (May 2011)
- 0002 South side of Cermak Road looking west and showing the W. M. Hoyt Company Building (#5) at the left, Cermak Road Bridge (#4) in the center and the edge of the Thomson & Taylor Spice Company Building (#3) to the right. (May 2011)
- 0003 View from the intersection of Cermak Road and Grove Street showing the north and east facades of the W. M. Hoyt Company Building (#5). (May 2011)

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- 0004 View along Grove Street showing the south facade of the W. M. Hoyt Company Building (#5), and with the Thomson & Taylor Spice Company Building (#3) and the Wendnagel & Company Warehouse (#1) in the background. (May 2011)
- 0005 View along the north side of Cermak Road at the Cermak Road Bridge (#4) and showing the east facade of the Thomson & Taylor Spice Company Building (#3). (January 2011)
- 0006 North side of Cermak Road showing the south facade of the Thomson & Taylor Spice Company Building (#3) and the Cermak Road Bridge (#4) to the right. (May 2011)
- 0007 North side of Cermak Road at intersection with Lumber and Jefferson Streets showing the Wendnagel & Company Warehouse (#1) to the left, the Thomson & Taylor Spice Company Building (#3) near the center and the Cermak Road Bridge (#4) to the right. (May 2011)
- 0008 North side of Cermak Road at intersection with Lumber and Jefferson Streets showing the Wendnagel & Company Warehouse (#1) to the left, The Western Shade Cloth Company Building (#2) in the center and the Thomson & Taylor Spice Company Building (#3) to the right. (May 2011)
- 0009 North side of Cermak Road at intersection with Lumber and Jefferson Streets showing the Wendnagel & Company Warehouse (#1) to the left and The Western Shade Cloth Company Building (#2) to the right. (May 2011)
- 0010 View looking east along Cermak Road showing the edge of the district, with the Wendnagel & Company Warehouse (#1) in the left foreground. (May 2011)
- 0011 North side of Cermak Road at intersection with Lumber and Jefferson Streets showing the Wendnagel & Company Warehouse (#1) to the left and the west and south facades of The Western Shade Cloth Company Building (#2) to the right. (May 2011)
- 0012 View looking north along Jefferson Street showing the west facade of The Western Shade Cloth Company Building (#2). (May 2011)
- 0013 View looking southwest along Lumber Street showing the north facade of the Thomson & Taylor Spice Company Building (#3) and the east and north facades of The Western Shade Cloth Company Building (#2). (May 2011)
- 0014 Photograph from Historic American Engineering Record (HAER) "Cermak Road, Chicago River Bridge" IL-50-1. View looking south from west bank of the Chicago River and showing the span of the Cermak Road Bridge (#4) with the W. M. Hoyt Company Building (#5) to the left and the Thomson & Taylor Spice Company Building (#3) to the right. (1988)

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C Street, NW, Washington, DC

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Cermak Road Bridge Historic District

Name of Property

Cook County, Illinois

County and State

Name of multiple listing (if applicable)

Section number 7, 8 Page 1

DESCRIPTION

7. Description

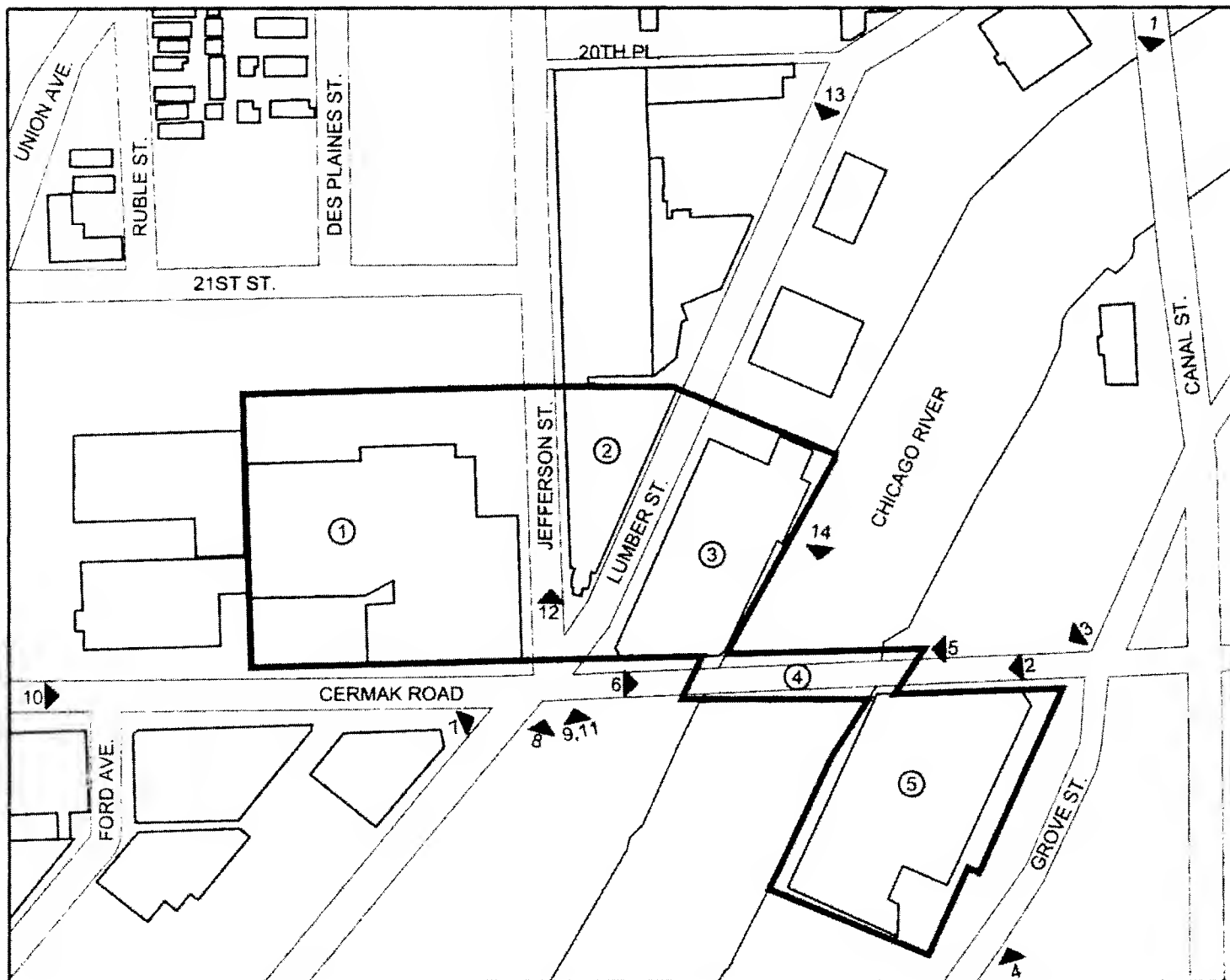
Materials (continued)

Walls: Terra cotta
Weatherboard
Concrete
Metal

8. Statement of Significance

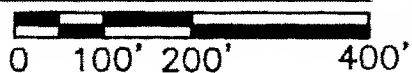
Architect/Builder

Chatten & Hammond, architect
Lockwood Greene & Co., architect



CERMAK ROAD BRIDGE HISTORIC DISTRICT SITE PLAN

SCALE: 1" = 200'



LEGEND

- DISTRICT BOUNDARY
- # RESOURCE NUMBER
- # PHOTO NUMBER
- CONTRIBUTING RESOURCE
- NON-CONTRIBUTING RESOURCE

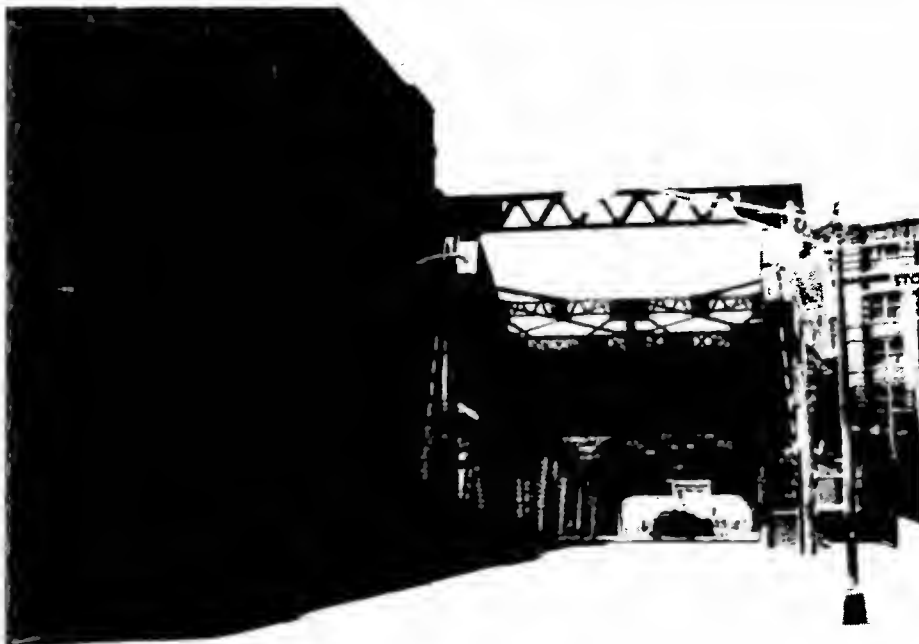
PHOTOGRAPHS

*All digital images labeled as follows:
IL_Cook County_Cermak Road Bridge Historic District_#.tiff*



0001

5/20/2011



0002

5/20/2011

PHOTOGRAPHS

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0003

5/20/2011



0004

5/20/2011

PHOTOGRAPHS

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0005

1/28/2011



0006

5/20/2011

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0007

5/20/2011



0008

5/20/2011

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0009

5/20/2011



0010

5/20/2011

PHOTOGRAPHS

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0011

5/20/2011



0012

5/20/2011

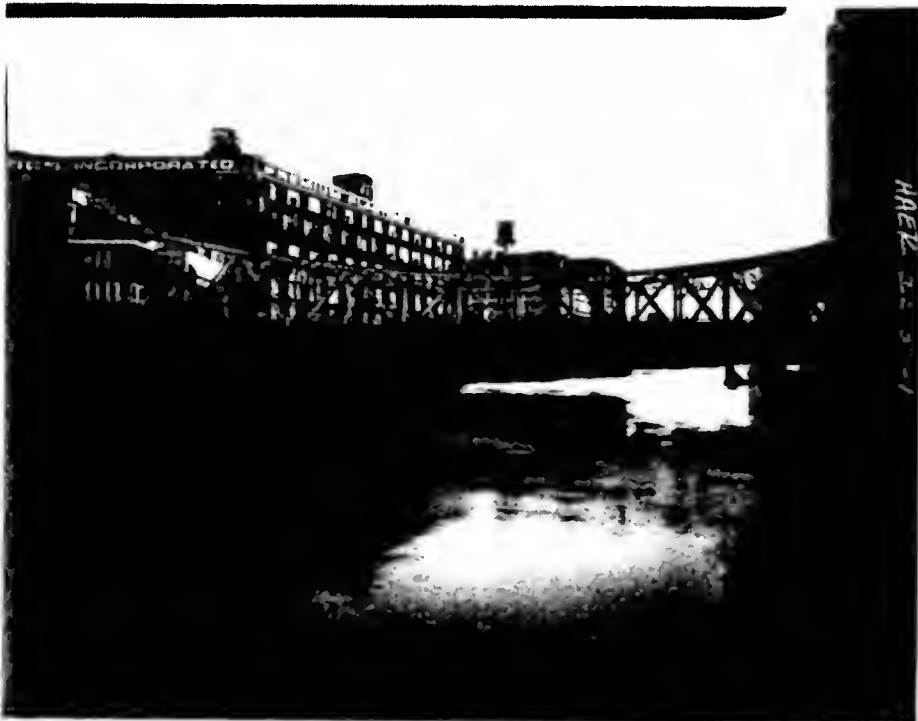
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0013

5/20/2011



0014

1988

